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Chicago Metropolitan Agency for Planning **Minutes** December 12, 2008

Cook County Conference Room 233 S. Wacker Drive, Suite 800, Sears Tower Chicago, Illinois

Members Present: Chair - Luann Hamilton, Vice Chair - Thomas Cuculich - DuPage County, Chuck Abraham - IDOT- DPIT, Michael Bolton - Pace, Bill Brown – NIRPC, Steve Coffinbarger- Kendall County, John Donovan – FHWA, John Fortmann - IDOT District One, Ted Georgas – Cook County, Henry Guerriero – Illinois Tollway Robert Hann – Private Providers, Larry Keller – Council of Mayors, Don Kopec - CMAP, Christina Kupkowski - Will County, Beth McCluskey - Metra, Jan Metzger – CNT, Randy Neufeld - Bicycle and Pedestrian Task Force, Jason Osborn - McHenry County, Tom Rickert - Kane County, David Simmons - CTA, Peter Skosey -Business Leaders for Transportation, Paula Trigg - Lake County, Sidney Weseman - RTA, Tom Zapler - Railroad Companies

Members Absent: Mike Rogers - IEPA, Joe Schofer - Northwestern University, Dick Smith – IDOT OP&P, Vonu Thakuriah - UIC-UTC, David Werner – FTA - USDOT Chicago Metro Office, Ken Yunker - SEWRPC

Others Present:

Leonard Cannata, Kama Dobbs, John Loper, Chad Riddle, David Seglin, Holly Smith, Chris Staron, Mike Sullivan, Emily Tapia, Mike Walczak, Tammy Wierciak

Staff Present:

Patricia Berry, Bob Dean, Teri Dixon, Parry Frank, Doug Ferguson, Tom Murtha, Roseann O'Laughlin, Holly Ostdick, Russell Pietrowiak

1.0 Call to Order and Introductions

Luann Hamilton, Committee Chair, called the meeting to order at 9:40 a.m.

2.0 Agenda Changes and Announcements

There was a change on the agenda. Item 9.0 Public-Private Partnership was moved up on the agenda before item 8.0 to ensure time for discussion.

3.0 Approval of Minutes

A correction to item 3.0 Approval of the Minutes was noted, indicating it was Mr. David Simmons not Mr. David Seglin who made the motion to approve the November 14, 2008 minutes. On a motion by Mr. Kopec, seconded by Mr. Weseman, the minutes were approved as corrected. Vote: All Ayes. Motion Carried.

4.0 Coordinating Committee Reports

Mr. Cuculich reported on the December Programming Committee meeting. The Urban Land Institute convened a technical panel to review the draft DRI process and created a revised recommended process. The process proposed by ULI was distributed at the Transportation Committee meeting. The comment period on the proposed process ended on December 1 and many comments from numerous other stakeholders were received. A summary review by CMAP staff was provided at the December 10 meeting, and the Committee requested staff to incorporate the comments and provide staff recommendations in a revised draft for discussion at the next Programming Committee meeting, scheduled for January 14, 2009 at 8:00a.m. The Committee was also briefed on the Neighborhood Stabilization Program.

5.0 RTA Update

Mr. Weseman informed the committee that Mr. Kopec presented the draft DRI process to the RTA board and complimented him on a very informative presentation which was well-received. Mr. Weseman stated that the RTA Board would meet on December 18 and would consider the 2009 Budget. RTA staff is working on revising the Strategic Plan goals and objectives to align with the legislation passed in early 2008 and ensure that progress on the goals and objectives are able to be measured. He anticipates that the revised goals will be presented to the RTA Board early next year.

6.0 Transportation Improvement Program (TIP)

6.1 Transportation Improvement Program

Ms. Ostdick requested committee approval of amendments to not exempt and exempt TIP projects that exceed amendment thresholds. The four reports with amendments and revisions were posted on the web site for seven day public comment period and no comments were received.

On a motion by Mr. Fortmann, seconded by Mr. Simmons, the not exempt and exempt project amendments were amended into the TIP. Vote: All Ayes. Motion Carried.

6.2 Proposed Meeting Dates for 2009

Ms. Ostdick asked for committee approval of the meeting dates listed, including an additional meeting on May 15. The May 15 meeting will be geared towards the *GO TO 2040 Plan* and the capital project element evaluation. All meeting dates are on Fridays, but not all are on the fourth Friday of the month. These dates coordinate with IDOT letting dates, the semi-annual conformity amendments and approval process with the MPO Policy Committee and CMAP Board.

The committee decided that there was a need to add a least one more meeting between February and April. Ms. Hamilton said that due to a large amount of work to be completed and information to be discussed more meetings might be needed. Mr. Cuculich concurred. There was discussion on whether it was best to call meetings as required or schedule the additional meetings at this time.

The committee agreed that the June 12 meeting would be the off-site meeting at the Argonne National Laboratory Transportation Research and Analysis Computing Center (TRACC) and the schedule with the inclusion of the May 15 meeting was approved and additional meetings will be scheduled as needed.

7.0 Freight Committee Activities in 2008

Ms. O'Laughlin stated that it was a productive and exciting year for the freight committee. The committee is co-chaired by Tom Zapler (UPRR) and George Billows (ITA) and had 9 meetings. During the Committee introductions under item 1, Mr. Zapler asked if anyone could name the Class I railroads. They are Norfolk Southern, Canadian National, Canadian Pacific, CSX, BNSF, Kansas City Southern, and the UP. Ms. O'Laughlin asked which one of the railroads did not go through Chicago. It is the Kansas City Southern.

Ms. O'Laughlin informed the Transportation Committee that there was a name changed from the Intermodal Advisory Task Force to the Freight Committee.

New members and committee structure were implemented to achieve balance and access to expertise. The group welcomed new members: Larry Wilson – IDOT, Steve Lazzara – Will County Department of Highways, Greg Dreyer – Illinois Tollway, Doug Grane – Central States Trucking, Gary Perry – Walgreens, Dean Mentjes – FHWA. This allows the committee to have representatives from government agencies, trucking and railroad industry, researchers and consultants.

The committee also continued a speaker series which included 4 speakers this year. The committee plans to continue to the speaker series in the future. For 2008 speakers included: Jim Kvedaras – CN EJ&E, Leslie Blakey – Coalition for America's Gateways and Trade Corridors, Bob Heuer - public policy consultant, Bob Costello – Chief Economist for the American Trucking Associations.

The Freight Committee discussed a number of timely and relevant topics and projects including:

- CN
- Freight legislation and funding
- Economic outlook for freight
- Impacts of fuel prices.
- CREATE,
- The Chicago Downtown Freight Final Study
- The Indiana Strategic Freight Plan
- CDOT freight initiatives
- Regional economic impact of the EJ&E acquisition

The Freight Committee's goals for 2009 include remaining informed and being informative, strengthen membership and attendance, continue speaker series (State Representative Elaine Nekritz for Jan 29), identify strategic local intermodal access projects or areas for near-term improvements including gaining local support and appropriate funding, and contribute to the *GO TO* 2040 planning process and receive regular updates.

In conclusion Ms. O'Laughlin encouraged the Transportation Committee to call on the Freight Committee for its expertise and input on various issues and decisions.

8.0 Public – Private Partnership Research

Mr. Dean stated that the Public-Private Partnership paper by the Volpe Center had been introduced at the previous meeting. The purpose of the discussion at the December meeting was to have an initial discussion of the role of public-private partnerships in CMAP's work, but that no formal action was requested. Mr. Dean stated that keypad polling would be used to allow committee members to express opinions anonymously by answering multiple-choice questions posed by CMAP.

For the first question, Mr. Dean asked about the level of comfort with assuming some public-private funding in the revenue projections for *GO TO 2040*. The committee generally had reservations about this assumption. Most of the committee members indicated that they would be somewhat comfortable with this, and one-third indicated that they would not be comfortable at all with this assumption. Instead of assuming a set amount of private financing, committee members stated that it would be more logical to identify particular projects for which this type of financing is suitable. For example, a public-private partnership for the Dan Ryan reconstruction would not be logical, but one for western access to O'Hare may be. The committee also noted that there was a difference between true public-private partnership, where there is a sharing of risk, and simpler "joint development" projects.

Mr. Dean then asked for comments on potential roles in day-to-day evaluation and planning of public-private partnership proposals. He presented three potential roles representing increasing degrees of involvement by CMAP: limited, enhanced, and dominant. CMAP's current role is best classified as limited. The committee expressed the most support for an enhanced role, although a significant number supported a continuation of CMAP's current limited involvement. There was very little interest in CMAP taking a dominant role in planning public-private partnerships.

The final question involved support for state authorization for public-private partnerships, including design-build arrangements. Several committee members noted that design-build projects can be quite economical, although there needs to be special attention given to ensure that public involvement is sufficient. It was noted that CMAP could have the most direct interest in this type of legislation if it related to the state's ability to use federal funding. The committee expressed a high level of support for CMAP being involved in state-level discussions concerning legislation to facilitate public-private agreements, particularly design-build arrangements.

9.0 Congestion Management

9.1 Arterial Report

Mr. Murtha presented the first part of the *GO TO 2040* arterial strategy paper. The paper is at

http://www.cmap.illinois.gov/WorkArea/showcontent.aspx?id=12630. Mr.

Murtha concentrated on Part 2 of the report, focusing on access management. He pointed out that access management controls the relationship between land use and transportation, a key focus area of CMAP's mission.

Mr. Murtha said that the TRB's *Access Management Manual* defines access management as "the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway." Access management manages ingress and egress to improve arterial and collector traffic flow. The challenge of access management is to assure mobility on arterial highways while providing sufficient access to assure prosperous communities. Mr. Murtha said that access management accomplishes this through implementation of the following ten principles:

- 1. Provide a specialized roadway system.
- 2. Limit direct access to major roads.
- 3. Promote intersection hierarchy.
- 4. Locate signals to favor through movements.
- 5. Preserve the functional areas of intersections and interchanges.
- 6. Limit the number of conflict points.
- 7. Separate conflict areas.
- 8. Remove turning vehicles from through-traffic lanes.
- 9. Use nontraversable medians to manage left-turn movements.
- 10. Provide a supporting street and circulation system.

Most importantly, Mr. Murtha noted that modern access management applications establish an access management classification based on land use, and then establish enforceable regulations for that classification.

Benefits of access management include extended functional life of roadways, increased safety, reduced traffic congestion, improved appearance and quality of built environment, alternative travel routes for walking and cycling from a fully developed local street system, and other benefits.

Mr. Murtha said that potential CMAP roles in access management include longrange planning, congestion management, visioning, special studies, technical assistance, workshops, and enhanced project review processes.

9.2 Arterial Intersection Crashes

Mr. Frank discussed CMAP's on-going analysis of regional crashes. The purpose of the analysis is to identify areas of high crash locations, particularly for serious crashes, so we can better focus project development for safety projects on locations with high crash rates and identified crash issues that can be addressed in a focused manner. Mr. Frank described his report, which includes a statistical summary of crashes and detailed intersection analyses. The detailed intersection analyses include rankings by type of crash and crash factors. The detailed intersection analyses also include detailed tabular and graphical crash analyses for more than 400 intersections with high crash rates throughout the region.

It was explained that the information is designed to identify potential candidate locations for the Highway Safety Improvement Program (HSIP). A program announcement for the FY 2010 HSIP call for projects was recently circulated.

The analyses are now posted on the Web at http://www.cmap.illinois.gov/cmp/safety.aspx

9.3 Congestion Scans

This item was deferred to the next meeting.

10.0 Public Comment

There was no public comment.

11.0 Other Business

Mr. Neufeld stated that the Bicycle/Pedestrian task force requests that the Transportation Committee discuss the programming of Illinois Transportation Enhancement Funds at the regional level.

In light of current issues with the Illinois state government, the committee asked the status of the High Occupancy Toll (HOT) lanes that were announced earlier in the year. Mr. Guerriero stated the HOT lanes were still being studied and funding is still available.

12.0 Next Meeting

The next meeting is scheduled for January 16, 2009 at 9:30 a.m. in the Cook County Room.

13.0 Adjournment

A motion was made and seconded for adjournment. The meeting adjourned at 11:10 a.m.

Respectfully Submitted,

Teri Dixon Senior Planner Staff Liaison

Transportation Committee Members:

Charles Abraham	Don Kopec	Peter Skosey
Thomas Cuculich**	Paul Losos	Dick Smith
Rocky Donahue	Jan Metzger	David Simmons
John Donovan***	Arlene Mulder	Steve Strains
John Fortmann	Randy Neufeld	Vonu Thakuriah
Bruce Gould	Jason Osborn	Paula Trigg
Rupert Graham, Jr	Leanne Redden	David Werner**
Jack Groner	Thomas Rickert	Ken Yunker
Luann Hamilton*	Mike Rogers	Tom Zapler
Fran Klaas	Joe Schofer	Rocco Zucchero
*Chair	**Vice-Chair	***Non-voting